### Amusements.

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THIS EVENING-MARY STUART. Mme. Adelaide Ristori. NIBLO'S GARDEN.
THIS APTERNOON AND EVENING-THE BLACK CROOK-

NEW YORK THEATER.
THIS EVENING-UNDER THE GASLIGHT.

THIS AFTERNOON AND EVENING-RIP VAN WINKLE. Mr.

BROADWAY THEATER.
THIS AFTERNOON AND EVENING-THE DRUNKARD.

FIFTH-AVE, THEATER.
THIS EVENING—FEA DIAVOLO—TOO MUCH FOR GOOD BATURE. Mr. M. W. Leffingwell, Nrs. Sedier Brown. BARNUM'S AMERICAN MUSEUM.

DAY AND EVENING—THE MAN OF DESTINY—THREE QUNDRED THOUSAND CURIOSITIES.

THIS EVENING-PIANALINO, THE ILLUSIONIST.

DAY AND EVENING-EXHIBITION OF THE AMERICAN INSTITUTE.

No. 389 Broadway. Adminston from

## Business Notices.

## CAUTION.

We call attention to the fact that imitations of our fine Execute PLATE, consisting of Dinner, Dessert, Tea Services, &c., are extensively produced by American manufacturers; also, that there are English imita tions in market, both of inferior quality. These goods are offered for sai by many dealers, and are well calculated to deceive. Purchasers can only detect and avoid counterfeits by noting our trade mark, thus;

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# New-York Daily Tribune.

SATURDAY, SEPTEMBER 21, 1867.

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TO CORRESPONDENTS.

No notice can be taken of Anonymous Communications. Whatever is fetended for insertion must be authenticated by the name and address of the writer—not necessarily for publication, but as a guaranty for bis good faith. his good faith.

All business letters for this office should be addressed to "Tan Tain-ENK." New York.

We cannot undertake to return rejected Communications.

TF Religious Items, the regular Money Article, the Markets, and other matters are upon the second page this morning; Shipping Intelligence upon the third, and Notices of Recent Pubications upon the sixth page.

Garibaldi is said to have completed the preparations for his movement against Rome, and to have fixed upon Sunday next as the day when the movement is to be begun. It matters little whether the latter point is correct or not-that the movement will soon be made is certain beyond a doubt.

We are glad to learn that the revolution in the United States of Colombia is at an end, and that peace now reigns throughout the entire country. The people have given a proof of their strongly republican principles by promptly checking the attempts made by the President to arrogate to himself power not conferred upon him by the Constitution. Mosquera's fate will be a salutary example for similar usurpers in other countries.

Count Bismarck has addressed a circular note to the diplomatic agents of Prussia in regard to the Salzburg conference. Prussia, says Bismarck, is willing to accept the official assurances made by Napoleon of his pacific intentions; but by making many allusions to the unity of Germany and by entirely ignoring the Treaty of Prague, he clearly expressed the determination of Prussia to complete the work of German unity, whatever official declaration it may please France to put forth.

We have a story from Arkansas of the performances of a wretch who beat a negro with a club; attempted to shoot another negro who remonstrated; shot a negro woman through the head, and then had four of the negroes who resented the outrage arrested, and consummated his threat of "killing some -"nigger before Saturday night" by shooting two of the prisoners dead in the court-room. That man votes the Democratic ticket and hurrahs for Andrew Johnson.

There was a discussion yesterdby in the Convention upon the question of adjournment, and upon the amount of work accomplished during the time that the body has been in session. A resolution was offered providing that the Legislature shall by law fix a uniform rate of assessment and taxation, and that no propcrty not now expressly exempted by statute from taxation shall be hereafter exempted. No action had been taken upon this proposition when the Convention adjourned to Mon-

The collision yesterday morning of the steamers Vanderbilt and Dean Richmond was a criminal disaster, which the pilot of one or the other of the boats is answerable for. It appears that both boats steered toward the same side of the channel, and as a natural consequence there was a collision, and the loss of one of the finest steamboats upon our waters. That there was not also a fearful loss of life is doubtless due to the accidental strength of the Vanderbilt's hull, for had she gone down there could have been no rescue for the shipwrecked passengers. Last year the St. John; this year the Dean Richmond. What one next?

## AMNESTY-PARDON.

The Staats Zeitung labors heavily to turn the flank of the act of Congress, which expressly prescribes the qualifications of voters in reconstructing the Rebel States, and which as expressly prescribes that no amnesty or pardon by the President shall operate to enfranchise those who are thus precluded from voting because of their conspicuous part in the late Rebellion. To this end, it desperately quotes Alexander Hamilton in The Federalist as saying

"The principal argument for reposing the power of pardoning in the case of treason in the chief magistrate is this: In seasons of insurrection or rebellion there are often critical moments when a well-timed offer of pardon to the insurgents or rebels may restore the tranquility of the commonwealth."

-This is clear enough, but it does not help the Zeitung's case a hair; so it has to be supplemented by an opinion of Jerry Black, who

"A person disfranchised by a law of the United States can be restored to all the rights which he had before conviction by a free and full pardon from the President." -This, now, is to the point; and if the ex-Attorney-General can be induced to add, although Congress shall expressly and em-"phatically enact that no pardon or amnesty proclaimed by the President shall have any 'such effect," the Zeitung will have the full weight of Jerry's authority in support of its doctrine. Until then, it does not cover the case, while Hamilton's does not approach it.

the assassins of Mr. Lincoln in 1865. The report being as purely a matter of private enterprise as any of the news dispatches which are published every day, Mr. Stanton promptly disallowed the claim when it was presented to him, and we should think it would puzzle even Binckley to pass it. If it should be paid, we see no reason why \$19,000 should not be given to THE TRIBUNE and all the other newspapers which printed the same report; no reason, except that we should be too honest to ask for it.

## "SIXTEEN REASONS."

Weeks ago, we received a printed circular professing to give "Sixteen Reasons" why Gen. Grant should not be the Republican candidate for President, and pretending to advocate the support of Speaker Colfax instead. It was accompanied by an anonymous request in writing that we should give it publicity. We declined for seventeen reasons, whereof the first is as follows: The writer of an anonymous attack on one Republican, professedly in the interest of another, is certain to be at once a Copperhead and a villain. We might proceed to give the other sixteen, but it does not seem necessary.

UNITING NEW-YORK AND BROOKLYN.

The question of uniting the two cities by a bridge is not one of practicability, but of cost. Mr. Engineer Roebling has shown, in an elaborate report, that this question of cost is not to be quarreled over in view of the vast returns which, it is easy to calculate, will be derived from the construction of such a bridge. It ought to be the largest, handsomest in the world; it surely will be the most profitable ever built, if its company of projectors are to tax us according to their charter. We have to imagine a bridge more than a mile long, and more than one hun- ment, dollar for dollar. dred feet high, capable of accommodating the travel of 40,000,000 of people annually. This is the number carried annually by the ferry-boats, and whoever doubts that it includes a paying business of the largest and steadiest character has not studied our local monopolies. These 40,000,600 are our least reckoning; for, rating the actual travel over the bridge in proportion to its capacity, it would not be hard to compute twice that number, while it is a fact of the commonest experience that travel and population increase in proportion to the advantages offered them. We need not go far, therefore, to show that a bridge over the East River will readily pay its cost, and more. The estimated cost of the proposed bridge is from \$6,000,000 to \$7,000,000. Compare this to the ratio of increase in the population of New-York, which was, in 1820, 123,000; in 1830, 262. 000; in 1840, 312,000; in 1850, 515,000; in 1860, 814,000. Brooklyn had but 97,000 people in 1850, while in 1865 it had no less than 350,000. Accordingly, the population of New-York has increased more than fifty per cent in every decade, while that of Brooklyn has almost quadrupled in fifteen years. The engineer of the Bridge Company, therefore, reasonably reckons that in 1876 the population of New-York will be 1,300,000, and that of Brooklyn 534,000, making a total of nearly two millions in these cities alone, exclusive of Newark, Hoboken, and the environs of the two cities. All these communities go to make up what we know as the world of New-York, and have their center of interest and business

in the metropolis. Now, reckoning from the

one hundred millions, which is the present an-

nual aggregate of travel by horse-cars in New-

York, and bearing in mind the forty millions

transported by the Brooklyn companies, it is

not too much, we think, to estimate 80,000,000

as the annual travel across the East River ten

years hence. Much less than this number will

do for all practical purposes at hand, for it has

a population which will yield us nearly

been demonstrated that in five years we shall

as much travel, and abundantly able to pay for

the cost of as many bridges as their labors,

interests, wealth, and numbers may require. In the five or six years ahead we doubt not there will be ample employment for all the bridges and ferries we can manage, while the very erection of a great and indispensable highway across the water must somehow quadruple its necessity. We perceive how long it is to compute a highly handsome profit, even on the basis of the present forty millions of passengers. At a charge of one cent per head, this would amount to \$400,000; at two cents, \$800,000; at three cents, \$1,200,000. At the same rate, on a basis of seventy or eighty millions of travelers, who will be ready for the bridge when it is done, the profit would be about twice as great; but this would be a fair reason for the company to make its charge cheap in the ffirst instance. A revenue of \$800,000 would pay ten per cent upon a capital of eight millions, and one million of revenue would pay ten per cent on \$10,000,000. This estimate is made with caution, and takes no account whatever of the profit to be earned by the rental or sale of large properties be longing to the bridge. The builders thereof would not fail to economize and profit by the erection under it of large warehouses, and it is proposed treasury vaults, of the grandest and safest character. By this means alone the company owning the bridge would sarely gain an extraordinary income, though the revenue from such a source is only hinted.

The taxable property of Brooklyn in 1864 was \$119,000,000, and in 1865 it increased to \$123,000,-000, at the rate of 31 per cent. We can accelerate and greatly enlarge this increase by the construction of such an inter-communication as will soon double the population of our neighbor city. Supposing that the added convenience and facility of a bridge would enhance the value of property in Brooklyn but two or three millions of dollars annually, it would nobly repay the cost of such a work. But we expect more than this, and do not deem ourselves sanguine. The bridge project is a firstclass feasibility, and we trust that the people generally will not lose sight of it. All the arguments that Mr. Roebling presents to his chartered employers for building a bridge which will easily pay them tenfold, and in time a hundred-fold, are so many reasons why the people should have the bridge free. It is easier and better, upon the whole, to do this, if we can, than support another monopoly, owning and dominating all under the stretch of its arch, from City Hall Park to Fulton-ave., over the water. At all events, it is a bad thing to pay for what it is possible to have free. Who doubts that if all the lots in Brooklyn were assessed to build the required bridge, and work it free, the advance in their value would trebly overbear the cost?

In a recent Indian conference, The Whip is reported to have said: "I would like to talk three or four hours to excite your pity. My A Washington correspondent says that
Binckley has under consideration a bill of
\$19,000 from The National Intelligencer for
printing in its columns a report of the trial of

"and told me to work on it and take care of
"it. I have no tools to work with, and I
"cau't scratch the ground with my hands."

"A St. Louis paper says: The friends of the
Hon. Thomas E. Noell, member of Congress from the
Third District, will regret to learn that since his arrival
in this city, some days since, he has been prostrated by
sickness. His disease has assumed an alarming form,
and serious apprehensions are outer(ained that he cannot
recover.

'I don't know what kind of God Almighty we have got-whether he will make us poor or rich. \* \* If you can help me, I believe in six moons from now I can get a living." This was one of the Poncas Indians, whose chiefs go into the field and plow all day," and whose people never get drunk. Nevertheless, we read of them being abandoned to the tender mercies of hostile savages on one side and drunken soldiers on the other-a party of the latter having wantonly and perfidiously killed seven of them a few years ago.

The Independent, in its Financial department, is so thorough an oracle of the Irredeemable school that we are rather surprised to find in

its last issue the following:

"During the week, the combinations of gold-gamblers, aided by the political complications at Washington, caused the price to rise as high as 146; but it could not remain long at that high figure. It tumbled nearly two per cent. on Saturday; but it is said that another effort is to be made to force it up again. Speculating in gold now is playing with fire. The Secretary of the Treasury, with \$90,000,000 of gold and \$45,000,000 of legal-tender in hand, ought to be master of the financial situation, in spite of unprincipled operators; and he should not allow gold to rise above 140. The losses to our importers, last week, owing to the necessity they were under of buying gold for duties, to save their goods from being sent to public store, were very serious."

—That the Secretary, with his immense reits last issue the following:

-That the Secretary, with his immense reserves, "ought to be master of the financial "situation," we heartily agree; and we should like to see his power used to the detriment (or determent) of "unprincipled operators;" but why should he "not allow gold to rise above 140 ?" What is the merit for the magic of that particular figure that enitles it to so emphatic a preference over 130 or 150 ? Why are operators to place it at 130 any better or those who would raise it to 150 more "unprincipled" than those who would fix it at 140 f For our own part, we think one who is "master of the 'financial situation," with \$135,009,000 at his back, "should not allow gold to rise above," nor stay above, the promises of the Govern-

The World, opposing the Metropolitan and all manner of State Police, says:

"Nothing is more evident than that the Sabbatarian laws, liquor laws, and other Republican legislation of that kind, would never be enforced in New York by a

appointed by the city. -That is the solemn truth, The real object of those who clamor against State interference in City matters is to be enabled to defy with impunity the laws of the State which regulate the sale of Liquor and require from rumsellers some sort of external respect for Sunday. "A 'Police appointed by the City" would be a proclamation that every one might obey or disobey those laws as he should see fit. That is exactly why such a Police is desired.

The World dishonestly suppresses the fact that what it calls "Republican legislation" has always been in substance the law of our State. It may be found in the Revised Statutes, now nearly or quite forty years old, and in the legislative acts of former years from which those statutes were condensed. The laws date back from the infancy of our State or beyond it: it is their enforcement in our City and Brooklyn which is novel. And that will cease from the hour wherein our State-governed Police is supplanted by one "appointed by the

Antietam, twice-told, is a sad story-we were going to say a shabby one. Bad as were the poems delivered at the recent dedication, they were, upon the whole, better than the speeches-This merit they had at least, that they remembered Mr. Lincoln and forgot his successor. The Rev. Mr. Meyer observes in perspicuous

" Antietam's liquid gem

Mr. Buhler remarks with excitement: "I feel a godlike presence near— The great Emancipator's here!"

Not Mr. Johnson, of course. In the presence of history, it is Mr. Lincoln who seems to be alive, and his successor who appears to be dead.

The Democrats in Pennsylvania are boasting that some soldiers have allowed their names to be used on the Copperhead ticket. But when their brethren tried to nominate a soldier for Congress in Cincinnati the other day, the delegates cried out, "Away with your 'military men! "No generals for us!" "We 'had enough of soldiers during the war!"which we dare say was true. And so the Convention broke up in a fight. The Democratic pretense of affection for the soldiers would be more likely to deceive if it were a little more consistently professed.

Somebody accuses us of despairing of Pennsylvania because we warned our friends that the Democrats in that State mean to poll their very heaviest vote. We are far from despairing; we have too good an opinion of the Republican party to believe that it will throw away an election with 20,000 majority as its command. But we want our friends to remember that there can be no great victory without a great fight, and our victory in Pennsylvania ought to be great enough to send a thrill of exultation all through the country.

The Democratic papers in the West have been representing that Gen. Carl Schurz had advised his German compatriots of the Republican party to desert that organization in all State and local elections, and only vote with it in the national elections. The General replies in a long letter, and pronounces the statement entirely untrue.

Albert Pike, unreconstructed Rebel, invents the story that a great many car-loads of negroes have been sent from Tennessee and other States into Ohio to vote at the coming election. Pike's paper (The Memphis Avalanche) is quite as bitter and reckless as it was in its enforced migrations during the war.

Nothing could be better than the speech of a Mobile barber, whom a number of ex-Rebels lately offered him \$2,000 to run for Congress: "Gentlemen, if I sell myself, I sell my people; "if I sell my people, I sell my children." anything half as good was said at Antietam the other day we shall be glad to record it.

The closer home to Mr. Johnson's demoralized Administration the responsibility for the Revenue frauds is brought the louder are the Democrats in protesting that the President does not belong to their party. When a rascal falls into the hands of the police, his confederates are always careful not to know him.

Other frauds on the revenue are reported in Boston and at Buffalo. As at present conducted, our Government appears to be made available chiefly for purposes of theft.

A gentleman in Connecticut, after reading

every article of every number of The Journal

of Commerce" for fifteen years, has just died.

WASHINGTON.

GEN. SHERIDAN IN WASHINGTON-THE MEETING OF THE LOYAL GOVERNORS—THE PRESIDENT AND THE ELECTIONS IN THE SOUTHERN STATES-MR. JOHNSON URGED TO DO SOME-THING FOR THE CAMPAIGN-PENNSYLVANIA POLITICIANS AT WORK IN THE DEPART-MENTS-THE UNITED STATES AND CRETE-LETTER FROM PRESIDENT JUAREZ.

ELEGRAPH TO THE TRIBUNE. WASHINGTON, Friday, Sept. 20, 1867. Gen. Sheridan reached here this evening on the 6 o'clock train, accompanied by Gen. Forsythe and Cols. Forsythe, Crosby, and Moore, of his staff. Gen. Sickles and Gov. Fenton dined with him this evening. His quarters at Willard's have been crowded all the evening with callers who wished to pay their respects and congratulate the hero. He paid a visit to Gen. Grant at his house this evening. Both Sickles and Sheridan are here by order of Gen.

Grant. Gov. Chamberlain of Maine and Senator Cameron of Pennsylvania arrived here to-night. It is rumored that Cameron's mission is to prevail on Govs. Fenton and Chamberlain to have the proposed meeting of loyal Governors take place here next week. Gov. Fenton was to have gone home to-night, but has delayed his departure until to-morrow evening. It is also stated that Mr. Cameron, Gov. Fenton, Gov. Chamberlain, Gen. Sickles, and Gen. Sheridan, will visit Gen. Grant to-morrow in a body. There are many rumors afloat as to what is going on, and the Johnson men are especially anxious.

The Johnson men here are greatly chagrined at the action of Gen. Pope and Gen. Schofield in not adopting the suggestions of the President to make a uniform day for the elections in the Southern States. News has reached here to-night that Gen. Pope has named the 29th of October for the day of elections in Alabama and Georgia. Gen. Schofield had previously named the 22d of October for the election in Virginia. In Louisiana the election is set down for the 29th inst. Gen. Pope's action following on top of Gen. Schofield's, it is said, will probably induce the President to extend registration, and compel the military commanders to name a uniform day for the elections in all the Southern States.

Pennsylvania Democratic [politicians are here in great numbers, urging the President to give them all the aid possible, in Government patronage in their State. This they demand in order to make the State sure for the Democracy in the coming election. They are working like bees. A committee has been appointed to visit all the Departments here, and make a list of clerks from Pennsylvania who will go home and vote the Democratic ticket. Those who refuse will be "spotted," and if they should apply for leave to go home at the time of election without giving a pledge ae to how they will vote, efforts will be made to have them dismissed from their positions.

There has been a good deal of activity here among politicians from Brooklyn, under the lead of Congressman Robinson, about a successor to Collector Callicott. Gen. Eagan has been here for some time endeavoring to get up a demonstration of New-York Democrats to call on the President and have him do some decisive act with which they can begin the Fall campaign in New-York. He has now turned his attention to Callicot's late office, and it is said that he has been offered the position. No appointment has yet been made, but the matter will probably be definitely settled to-morrow.

The Cable dispatch from the Vienna press about the United States and Crete is known here to have been got up in the Turkish interest, in accordance with the determination of the Austrian and French Emperors at Salzburg, to baffle American intercession in behalf of the Cretans. The Government cannot have refused to mediate, as it was never applied to that effect. All the Government did in the matter was to order the Minister at Constantinople to submit the Cretan Congress resolution to the consideration of the Sultan. The following is an extract from a private letter

dent Juarez, dated Aug. 27, 1867: "Our affairs are looking well, and I have well-founded hopes, daily gaining ground, that peace will be secured to us not to be again disturbed, because, in my opinion, the elements of discord which might have altered the public order in the future have now disappeared." The flags over all the public departments are at half-mast, as a token of respect to the memory of Sir

Frederick Bruce. The Treasury and Navy Departments have issued orders for similar honors in the port of Boston. Gen. Hancock, after concluding his business here will visit St. Louis for a few days to attend to pri-

vate affairs, and thence proceed to Baton Rouge, which will now likely be his headquarters until yeilow fever abates in New-Orleans. Gen. Sickles arrived here this morning and is stopping at the Ebbitt House. He spent most of the day with Gen. Grant, dining and riding out with him.

He did not visit the White House. Some anxiety is felt for the safety of the U.S. ship Dale, she having been absent for the past two months, on a practice cruise, with a number of midshipmen from the Naval Academy at Annapolis. The Savannah and Macedonian arrived last week, and the Dale was expected about the same time. At the Navy Department there is no fear of her safety, as

she is in charge of competent officers, and it is very likely she will be home in the course of three or four Charles F. Fosdick, late special agent of the Internal Revenue in Ohio, has resigned.

Major-Gen. Daniel E. Sickles arrived here [this morning, and had an interview with Gen. Grant. Major-Gen. Hancock will leave Washington in a few days for St. Louis, but will not for some weeks proceed to New-Orleans. A dispatch from Toronto states that the infamous

Dr. Blackburn, of yellow fever notoriety, left Canada for New-Orleans, on Thursday, having obtained permission to return under the recent amnesty procla-The Commissioner of Patents to-day extended six

eissued patents of Sylla & Adams for the hinged bar reaping and mowing machine. These patents are the basis of all the present flexible bar mowing machines. The cases have been under argument for a week past before the Commissioner and a full Board The following circular has been addressed to the

Collector of Customs at New-York City:

Collector of Customs at New-York City:

Treasury Department, Sept. 20, 1967.

Sir: Although American vessels laden with guano, arriving from certain guano islands and keys specified in the department circulars of the 23d ult, owned by citizens of the United States, are considered under the law as being in the coasting trade, and are entitled to the privileges conferred upon vessels of that class; yet, as it is understood that such vessels are in the habit of calling at foreign ports and places for the purpose of procuring fresh water and supplies, it is necessary to exercise greater watchfulness over them than over other coasting vessels. You are, accordingly, hereby directed on the arrival of any such vessel at your port to place an inspector on board with instructions to supervise the unloading of the same, in order to prevent the illegal introduction of articles liable to duty. Very respectfully,

H. McCulloch, Secretary of Treasury.

The following circular has been issued from the

The following circular has been issued from the headquarters of the Department of Washington,

headquarters of the Department of Washington, dated Washington, D. C., Sept. 19, 1867.

The frequent acts of rowdyism and disorder which have occurred during the past few days within the garrison of Washington, resulting in two cases of unprovoked murder, have not failed to attract the attention of the Department Commander. Every regimental commander and company officer is called upon to use the utmost vigilance on all occasions, whether on duty or not, to guard against a recurrence of these disorders. With this view, frequent patrols by day and night, will be sent through the streets of Washington, to arrest all disorderly soldiers and all others absent from their proper stations without passes, and a strict enforcement of the orders emanating from the headquarters, garrison of Washington, dated October 26, 1866, is enjoined. The attention of all officers is called to the law approved August 15, 1861, prohibiting the sales of is enjoined. The attention of all officers is called to the law approved August 15, 18c1, prohibiting the sales of liquor to soldiers in the District of Columbia. All officers are earnestly enjoined to prosecute, and bring to justice all effenders against the above enactment. The mode of proceeding under this act for any officer or other person laving knowledge of the fact, is to make compilant on oath before a committing magistrate, who will thereupon issue the necessary process for the arrest of the offender. By command of Brovet Major-Gen. W. H. ENGRY.

J. ROBERTS, Brevet Brig. Gen. U. S. N., Acting A. A. G.

SENATOR WADE ON THE MORMONS.

A Washington dispatch says: Senator Wade writes to a friend in this city that he will introduce, the first day of the next session, a bill to repeat the act organizing Utah as a Territory. He says the action of the Mormons in denouncing the Government astyraenteal and unjust, must be punished by a prompt suppression of polygamy. Having abolished Slavory, Schator Wadesays the next great measure of the Radioal party is to abolish Mormonism, CHINA AND JAPAN.

ARRIVAL OF THE COLORADO AT SAN FRANCISCO -THE HONG KONG AND SHANGHAI TELE-GRAPH SCHEME NOT ABANDONED - THE CRUISE OF THE UNITED STATES STEAMER

SAN FRANCISCO, Sept. 14 .- The Pacific Mail steamer Colorado arrived from Yokohama and Hong Kong this morning, six days sooner than expected. She found the Costa Rica at Yokohama July 27, and reached Hong Kong Aug. 5. She had three deaths among her Chinese steerage passengers. Returning she left Hong

Hong Kong Aug. 5. She had three deaths among her Chinese steerage passengers. Returning she left Hong Kong Aug. 15. reached Yokohama on the 22d, and left there on the 24th for this port. The Colorado brings 322 passengers and 1,140 tuns of merchandise. She experienced moderate weather, and all on board are in good health. Twenty-nine of her passengers are Japanese, and 285 are bound to New-York.

The news from China and Japan is generally unimportant. The China Orerland Mail contradicts the roport that the Hong Kong and Shanghai telegraph scheme is to be abandoned; on the contrary, it says the material is on the way for its construction forthwith, and some of it has already been received at Hong Kong.

The inquest into the Jeddo tragedy had resulted in several Chinese being held for trial for willful murder. They were handed over to the Portuguese Consul.

The Agamemnon was undergoing repairs in dock. Two Europeans had died at Shanghai from hydrophobia, and all unmuzzled dogs are being shot.

The Hankow Chamber of Commerce had discussed a project insisting upon cash payments from Chinese, but considered it has having a tendency to throw business into the hands of native merchants.

The bark John Adams had been sold to the British Government for \$7,500, to be used as a quarters of the police at Hong Kong.

The North China Herald gives accounts of the cruise of the United States steamer Shenandonh, in search of a suitable port for an American establishment on the west coast of Japan. Gen. Van Valkenburg accompamed Commodore Goldsborough. The cruise extended from July 12 to the 24th. Numerous places were visited, having from 3,000 to 35,000 inhabitants. The people were everywhere friendly, though sometimes timid. The result of the expedition is not stated, except that the point designated in the treaty is not adapted to foreign commerce.

The Newforth American establishment on the west coast of Japan. Herald reports frequent murders at Nagasaki, and the existence of much apprehension in consequence. quence. Business was arrested by the great annual holiday of

Histories was attrested by the great animal ability the Japanese.

The Fete Napoleon was celebrated at Yokohama with great celot, all foreign nationalities participating.

Tea was quoted at \$24.2853 per picul. Silk was depressed, and was reported fully \$20.2850 lower for medium and inferior sorts.

The Herald declares the proposition for the recall of the British troops from Japan unwise, and that their presence prevents violence against foreigners.

Sept. 16.—The following dispatch, dated Shanghaf, August 16, was delayed in the post-office of this city by a clerical blunder: clerical blunder: The drouth in North China continued with great

The drouth in North China continued with great severity.

A proposal had been made to employ foreign instructors in Astronomy and Mathematics in China, but it met with great opposition. The Emperor had received numerous petitions praying him to prohibit such an invasion of the ancient customs. The Prince Regent is much abused and has offered his resignation, but it has not been accepted.

A million teals are to be raised by taxation for a levy to supply the Army of North China, and to assist those who are suffering from the drouth at Chefoo, 600 miles from Shanghai. Great fears are still entertained of the new rebels. Taotal once took refuge on an English gunboat; this has had a good result. He has shown his gratitude by allowing scientific men to examine some coal mines

this has had a good result. He has shown his gratitude by allowing scientific men to examine some coal mines 40 miles from Chefoo.

The Mahomedan Rebels in Yunawa carry everything before them, and have declared Sin Sin their Emperor.

The British Minister has returned from a tour of the ports, at almost all of which he found invasions of the treaty were practiced. At Amoy from 30 to 60 per cent was charged on foreign goods in transit to the interior, while the treaty allows only 5 per cent.

The Hong Kong Chamber of Commerce favors a revision of the treaty next year, and the reduction of the duty to 2½ per cent. When the treaty is revised, all the powers concerned will insist upon having railroads and telegraphs allowed.

COLLISION ON THE HUDSON RIVER.

THE STEAMER DEAN RICHMOND RUN DOWN AND SUNK BY THE VANDERBILT.

The steamer Dean Richmond, of the People's Line, left Athens on Thursday evening with passengers and freight, and when nearly off Rondout, at ten minutes of 1 o'clock yesterday morning, was run into by the addressed to a gentleman in Washington by Presi-

and freight, and when nearly off Rondout, at ten minutes of 1 o'clock yesterday morning, was run into by the steamboat C. Vanderbilt of the Troy Line—the latter vessel being bound for Troy. The Ruchmond was struck about 30 feet from the bow on the starboard side, and cut into about 25 feet, but the other vessel sustained no injury. The passengers, 140 in number, and crew of the Richmond—with the exception of a negro boy who was drowned—were immediately transferred to the Vanderbilt, thence were sent by the Daniel Drew, which arrived at the scene of disaster soon after, and which brought them down the river. The Richmond filled and sank up to her state-room deck, with all the passengers' bagrage and about 100 tuns of freight, consisting meatly of butter and cheese. The Vanderbilt proceeded on her voyage to Troy after a short detention.

The Dean Richmond was one of the most magnificent steamers affoat. She was sister vessel of the St. John, and was generally considered one of the fastest and nearest perfect of our river steamers. Her insurance was only against loss by fire; consequently the damage which she has sustained will prove a total loss. She had not much freight on board, but nearly all the passengers lost their baggage, and this will be a total loss to the Company. She is "easily sunk," as the saying is, and the injury to her hull can be readily repaired; but, of course, by the action of the water she will have sustained other damage, requiring a large outlay of money to repair.

The Vanderbilt had recently been purchased by the Troy line from the People's Company, and took her place on the line Thesday. She was formerly a Sound boat, very stanch, was built in 1840, and was commanded on this occasion by Capt. Frank Tesar. It is said that no pilot was at the wheel when the collision occurred, but that a steersman was navigating her. She swung broad-

very stanch, was built in 1840, and was commanded on this occasion by Capt. Frank Tesar. It is said that no pilot was at the wheel when the collision occurred, but that a steersman was navigating her. She swung broadside along the Richmond immediately after the collision, and a sloop lying near was also brought alongside, and some of the passengers were transferred to her, but again rembarked as soon as the Drew came up. The Dean Richmond was valued at \$600,000, and was commanded by Capt. E. F. Curtis.

The ample warning which the passengers by the Richmond had, enabled them to leave the sinking boat in comparative good order, though at first there was some considerable niarm on board, which did not abate until the full extent of the disaster became known. The officers of the boat were prompt in the discharge of their duties, and devoted their attention solely to the safety of the passengers under their charge. The negro boy who was lost was a servant on board, the Richmond. He was standing near the forward gangway at the time of the collision, and must have been thrown overboard by the shock.

Two passengers, Prof. Marsh of Fort Hamilton, and Frank W. Derrien, have made statements in which they describe the disaster; the crash of the collision; the wild alarm among the passengers, most of whom were in their night-clothes; the gradual sinking of the vessel, and the hurried transfer to the Drew, where everything was done for their comfort.

The Richmond lies in the river near Rondout, submerged to her upper saloon decks, her upper decks being above water.

SOMETHING ANTECEDENT TO THE DISASTER.

SOMETHING ANTECEDENT TO THE DISASTER.

The Vanderbilt arrived at Troy on Wednesday afternoon, and Capt. Hancox signalized her arrival by a banquet on board. Capt. Hancox seponding to a toast in his honor, said that he had, in purchasing the steamer, sought to serve the best interests of Troy, the effort to interest Trojan capitalists in the building of a vessel having failed after \$,000 had been subscribed. We quote from The Troy Times of Thursday:

"He denounced Daniel Drew as the marplot or head deril who had interfered most to injure the interests of Troy, and who had made an especial exhibition of the cloven foot on the occasion of the purchase of the Vanderbilt, by refusing to make the transfer after the contract had been made, declaring that the Company of which he was President had refused to sanction it. Mr. Drew's duplicity was disclosed, however, by one of the Directors but an hour before the time field for the completion of the transfer—this Director informing Capt. H. that every member of the Board was in favor of it, and only Mr. Drew opposed. The transfer was made at the time agreed upon; but not until Capt. Hancox had threatened an injunction mpon the boat on her arrival in New York, and to make a provision for a bocent fare during the whole continuance of his life, and by will after his death, until his whole extate was enhanted, did Mr. Drew accede to the terms. It is to the courage and persistence of Capt. Hancox, and an unvisibiling determination in this transaction to vindicate his personal rights and those of Troy against a proved chemy of the same, that the public are indebted for the Vanderbilt in place of the Hero on the Trey line."

ANOTHER STORY. The night was beautifully clear, and the

moon shining brightly rendered all objects on the water perfectly distinct. The story of Wm. H. Vanderburg, the moon shining brightly rendered all objects on the water perfectly distinct. The story of Wm. H. Vanderburg, the pilot of the Dean Richmond, corroborated by his steersman—who were the only people on deck at the time of the accident—places all the blame on the pilots of the Vanderbilt. The two vessels came in sight of each other in the long straight stretch immediately below Esopus Island. The Vanderbilt was observed from the pilot-house of the Richmond fully 15 infruites before the collision, and the officers on duty had remarked, "there comes the Vanderbilt," thus proving that there was ample time to avoid the catastrophe. When about half a nale apart, the whistle of the Vanderbilt was sounded twice—the legal signal of her desire to pass on the port, or left hand side. The Richmond's whistle returned the signal in assent, and her head was put to the left to pass on that side. Just as she had veered to this new course, the Vanderbilt's whistle sounded again—this time a single blow, signifying that she wished to pass on the starboard or right-hand side. At this time the boats had approached so closely that it was impossible for the Richmond to alter her course, and she therefore sounded her whistle three or four times in succession, intimating a confusion of signals and that she could not change her course. At the same time her engine bell was sounded in rapid succession, first to "slow" her, then stop, and finally to back. At the moment the two vessels came together the engines of the Richmond were backing hard, and her headway was entirely checked. This is shown by the injuries received, the stem of the Vanderbilt entering her starboard bow at a direct angle with the keel, and, penetrating by a straight cut to the keel, which could not have been done had the Richmond been under headway. This version of the affair is concurred in by the pilot, steersman, and engineers of the Richmond selecting hard, and her headway. This version of the affair is concurred in by the pilot, steersman, and engineers of the Richmone

THE REMAINS OF SIR PREDERICK BRUFE. BOSTON, Sept. 20.—The body of the late British Minister, Sir Frederick Bruce, has been carefully embalmed, and will be forwarded to Liverpool by the steamship China, which sails for that port on Wednesday

THE LATE FENIAN CONVENTION .- An error in the hasty press reports of this Convention has conveyed the idea that there were hisses given by some members to the resolutions concerning the late Gen. Thomas F. Meagher. This is a mistake; no such demonstration was made, the memory of Mr. M. being treated with pro-found respect by the whole body